



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

dangers and difficulties are met with, the same enormous outlays are necessary to do the initial work. The risks involved are not likely to be appreciated by us now, though only two or three decades have elapsed since those risks and dangers were very real.

In making clear the difficulties overcome and showing some of the advantages of the railroad this book is not without merit, but when the author attempts to discuss the present relations existing between the railways and the people, he betrays ignorance and prejudice in defense of the railways fully equal to that exhibited by populistic attacks upon them. For example, on page 256 he says that "there are in the United States nearly one hundred thousand miles of bankrupt roads," . . . that "nearly two thirds of the mileage is in the hands of receivers," and that "there is no more reason why the government should run the railroads than there is for its interference with the packing houses, flour mills, or the millinery business."

Mr. Warman seems to have imbibed the spirit of the powerful men who did the deeds he describes. They would brook no control, at least not without a long and bitter struggle. But today their successors not only admit that their business differs so much from the manufacturer's and the merchant's that some control is necessary, but some of them even invoke government interference and regulation.

On page 259 we are told that the American railroads pay interest on only 30 per cent. of their securities. This statement is as wild as the receivership statistics, or worse. It would seem that Mr. Warman is ignorant of the existence of railway bonds and thinks watered stocks the only securities. He is more at home in description than in the treatment of economic questions.

W. H.

Parasitisme Organique et Parasitisme Social. By JEAN MASSART and ÉMILE VANDERVELDE. Paris: Schleicher Brothers, 1898. 12mo. pp. 167.

THE purpose of this volume is to show the relation between organic and social parasitism. It includes four chapters on the different forms of parasitism, the evolution of parasitism, the effect of the parasitic life upon the parasite, and the influence of parasitism upon the host. In each chapter the subject is considered from both points of view, that is the social and the biological. The familiar facts of organic parasitism are set forth and shown to be paralleled in almost every case by

phenomena in society. The chief difference between organic and social parasitism is said to lie in the fact that in the latter, with rare exceptions, parasitism exists only among beings of the same species. Another difference is found in the part which imitation plays in social parasitism. The social parasite acquires individually his parasitic aptitudes, and does not transmit them to his descendants, as is the case in organic parasitism. The volume is as interesting and as suggestive as most attempts to interpret social phenomena in the light of biological analogies.

I. W. H.

The Development of Thrift. By MARY WILLCOX BROWN. New York: The Macmillan Company, 1899. 12mo, pp. x + 222.

A PLACE for thrift in plans to uplift the "submerged" classes of society has frequently been denied. Especially has this assumed the form of opposition to saving among many of the workers in our social settlements. Possibly this may have arisen from the error of confusing saving with hoarding, between which our author carefully distinguishes. Reduced to its last analysis, saving, or thrift, is the capacity to grasp a future gain so strongly that a present action, or indulgence, is thereby controlled. The very essence of thrift is discrimination—a choice between different ways of using means, with the emphasis on that one way which will bring the highest good. When the saving for a good purpose is acquired, it may be perfectly consistent with it to use means for a present serious emergency as against an unknown future event. For instance, wages may be used for present illness instead of being taken away from invalids from a miserly desire to hoard for the future funeral. Thrift has not been properly taught if it separates mere accumulation from the purpose for which that accumulation is to be used. The correct sense of thrift has been admirably explained by our author: "Save wisely, so as to be able to spend judiciously in a time of need which will probably be greater than that of the present" (p. 5). The object of saving is not so much the material gain stored up, but the power of self-mastery obtained by the process of estimating the future against the present. It is as true today as when Franklin uttered it "that a workingman cannot become rich otherwise than by labor and saving." The psychological influences of saving upon the habits and character of society are the reasons why the author finds that building-associations in Philadelphia have cultivated (through self-denial) "such